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TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Commission

DATE: January 20, 2010

FR: Executive Director

W. I.: 1611

RE: Revised Transportation for Livable Communities Scoring Criteria

The Planning Committee has referred to the Commission for approval the scoring criteria for the Transportation for Livable Communities (TLC) program with certain revisions and clarifications that are identified in underlined text in Attachment A.

The Committee also discussed a suggestion from Commissioner Bates that, given current economic difficulties, local jurisdictions will have difficulty meeting the 20% local match requirement approved by the Committee in September. The Planning Committee did not support this change, but requested additional information about fund sources that could be used as local match.

### **Potential Sources of Funds for Local Match**

In April 2008 staff completed an evaluation of the TLC program results since 1998. This evaluation determined that jurisdictions have used a variety of sources to meet the local match requirements and that the average local match contribution was over 70%. As part of the study, local jurisdictions were asked about the source of local matching funds. The following is a breakdown of funding sources as a percent of all projects funded, all of which can be used to meet the 20% requirement:

- 46% used **state or other local funds** (i.e. State Transportation Improvement Program, local bond measures, State Surplus Property Authority Disposition funds, city Capital Improvement Programs)
- 45% used **redevelopment funds**
- 36% used **private equity** (i.e. developer funds/fees)
- 32% used **city general funds**
- 21% used **other MTC grant programs**
- 11% used **Congestion Management Agency grant funding**
- 9% used **Business Improvement District funds**

### **In-Kind Funds for Local Match**

Staff researched whether in-kind costs, particularly staffing costs, are eligible as the local match to federal funds. Based on information from both Caltrans and the Federal Highway Administration (FHWA), this source of in-kind match is possible under very limited circumstances and would

require pre-approval by Caltrans and FHWA. Therefore, if a local jurisdiction is interested in pursuing this option, the jurisdiction would need to work with MTC staff to preview the proposal with Caltrans and FHWA. This will be clearly spelled out in the program application.

### **Other Federal Funds as Match**

Staff also researched whether other federal funds can be used as local match, as this is typically not allowable under Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA) funding. Staff found only a handful of funding sources that are eligible - the most applicable to the TLC program being HUD's Community Development Block Grant funds.

The project application and guidance to local jurisdictions will include the information summarized above.

### **Recommendation**

Staff requests that the Commission approve the TLC scoring criteria (Attachment A) as referred by the Planning Committee.

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Steve Heminger

**Attachment A: Proposed Regional TLC Scoring Criteria**

<b>TLC Scoring Criteria</b>	<b>Points Available</b>	<b>% of Total Points Available</b>
(A) Location of project in <i>planned</i> PDA  High-impact <i>potential</i> PDAs with a specific or precise plan underway will be awarded 10 points.	20	13%
(B) Project Impact <ul style="list-style-type: none"> <li>Housing in proximity to essential services (shopping, medical, schools, etc.). Demonstrated ability of the project area to help meet current RHNA allocation (as percentage and total number of units). Extent to which project area exceeds standards for affordable housing.</li> <li><u>Jobs in proximity to housing and transit</u></li> <li>Evidence of California Department of Housing and Community Development-certified housing element by close of application period.</li> <li>Extent to which project area improves transportation choices for all income levels – i.e. produces fewer vehicle trips/VMT, increases current/future transit ridership and reduces walking distance to transit, shops and services (mixed-use development)</li> <li>Consistency with TLC design guidelines</li> </ul>	20  <u>10</u> 5  20  15	45%
(C) Community Engagement: Extent to which local community has been engaged in planning processes and <u>project development and extent to which any community opposition has been addressed or negotiated.</u>	<u>5</u>	3%
(D) <u>Neighborhood</u> Parking Policies: Extent to which project area incorporates innovative parking management strategies, such as pricing, unbundling/cash-out, shared parking, shuttles, car-sharing, TransLink® for TOD/EcoPass.  If requesting funds for parking structures, project sponsors must have completed an analysis of the costs and benefits of the parking structure using parking management strategies, noted above, or other locally appropriate TDM <u>strategies</u> . Funding of parking structures requires implementation of best practices parking strategies/TDM <u>strategies</u> , to be developed in concert with MTC.	10	6%
(E) Accessibility: Extent to which project area exhibits design guidelines that <u>address the needs of the growing elderly and disabled population</u> that go beyond ADA access standards and <u>comply with federal Fair Housing standards</u> , including both habitability of housing units, <u>including townhomes</u> (universal design) in the project area and path of access to/from transit and TOD housing and local essential services	10	6%
(F) Supplemental Greenhouse Gas Reduction: Extent to which project area minimizes the environmental footprint and incorporates green building practices, <u>such as LEED and GreenPoint standards.</u>	10	6%
(G) Amount of local matching funds committed to the project.	10	6%
(H) Project Readiness ( <u>based on project type</u> ): 35% construction drawings, completed feasibility studies, <u>secured entitlements and permits (where applicable)</u> , and project delivery capacity. <u>MTC will assist in identifying and overcoming interagency coordination challenges.</u>	20	13%
<b>TOTAL</b>	155	100%